

B. F. TAYLOR,
Steamer.

Lighters and Steam Launches
Supplied.

ILIOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.,

LIMITED, LONDON.

DODWELL & CO., LIMITED,

General Managers.

NEW SERIES No. 1843. 日七月四日七十二精光

MONDAY, JUNE 3, 1901.

一月

號三月六英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance,
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND:—
Sterling Reserve \$10,000,000
Silver Reserve 5,000,000
RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.

A. Haupt, Esq.
D. M. Moses, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
H. Schubart, Esq. Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON,
MANAGER:

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 29th April, 1901. [19]

HONGKONG SAVINGS BANK,

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH,
Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
per Annum Fixed Deposits for 3 months

6 "

5% " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE
HOLDERS £800,000

RESERVE FUND £575,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 31 "

3 " 28 "

T. P. COCHRANE,
p. Manager.

Hongkong, 22nd May, 1901. [35]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. C. E. Evans, Esq.

Chow Tung Shang, Esq. J. T. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%.

Hongkong, 20th December, 1899. [8]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.50 C. Cask of 375 lbs. Net ex Factory.

63.30 C. Bag of 250 lbs.

SHEWAN, TOMUS & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SKIL REMARKS
SHANGHAI, MOJI, Java, G. W. Gordon, R. N. R. 2 P.M., 4th June Freight or Passage.

KOBE & YAHAMA, H. Hide, R. N. R. Noon, 8th June Freight or Passage.

SHANGHAI, Chusan, C. L. Daniel. About 7th June Freight or Passage.

LONDON, &c., Coromandel, F. W. Vibert, R. N. R. Noon, 8th June Freight or Passage.

MARSEILLE, Socotra, H. Hide, R. N. R. About 15th June Freight only.

LONDON, Japan, C. C. Talbot, R. N. R. About 20th June Freight or Passage.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd June, 1901. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS.

HAMBURG, Hamburg-Amerika Linie. THURSDAY, 13th June.
SACHSEN, Hamburg-Amerika Linie. THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie. THURSDAY, 11th July.
BAYERN. THURSDAY, 25th July.
STUTTGART. THURSDAY, 8th August.
KONIG ALBERT. THURSDAY, 22nd August.
PRINZESS IRENE. THURSDAY, 5th September.
PRINZ HEINRICH. THURSDAY, 19th September.
PREUSSEN. WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie. WEDNESDAY, 16th October.
SACHSEN. WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie. WEDNESDAY, 13th November.
BAYERN. WEDNESDAY, 27th November.

ON THURSDAY, the 13th day of June, 1901, at NOON, the Steamship "HAMBURG,"
of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 11th June, Cargo and
Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels
will be received at the Agency's Office until NOON, on WEDNESDAY, the 12th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 29th May, 1901. [22]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [16]

EL CAPITAN PILSENER BEER.

PER CASE OF 4 DOZ. QUARTS. \$13

6 DOZ. PINTS. \$13

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD

Hongkong, 2nd May, 1901. [20]

Intoxications.

BOVRIL Promotes Energy and takes away
that tired feeling which life in the East produces.
Unrivalled for Athletes and persons
of whom seek cultivating physical strength.
Table obtained at all Stores, Chemists and
Holds throughout Hongkong, China and
Japan. [287c]



BOVRIL PROMOTES HEALTH,
STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

GEORGE YOUNGER & SONS,
ALLOA.

INDIA PALE ALE.

Specially brewed for Tropical Climates. A thoroughly
sound, light, bitter beer.

Per Case of 4 Dozen Qts. \$11.00

</div

To-day's
Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JOHN DUPREE, FORMERLY OF KUANG, IN THE PROVINCE OF KUANG SI, IN THE EMPIRE OF CHINA, ASSISTANT EXAMINER IN THE CHINESE IMPERIAL MARITIME CUSTOMS, AND LATE OF VICTORIA, HONGKONG Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 8 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of AUGUST, 1901, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 3rd day of June, 1901.

J. W. NORTON-KYSHE,
Official Administrator.

THE NEED
OF
MUNICIPAL FREEDOM
IN
HONGKONG.
BY
SCRUTATOR.

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at LOCAL NEWS AGENTS and H. RUTTONJI'S KOWLOON STORE, Hongkong, 3rd June, 1901. [590c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"VUENSANG," Captain Rolfe, will be despatched as above on THURSDAY, the 6th instant, at 5 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd June, 1901. [591c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"PERLA," Captain Geo. Blaxland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd June, 1901. [587c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd June, 1901. [526c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamship

"JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their Risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 9th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 3rd June, 1901. [541c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"CHINGWO," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 10 A.M. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHESON & CO., Agents.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES
at 16, Queen's Road Central, (B. HOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of Eye Strain ending in serious forms of disease. Glasses specially adapted in youth to those rendering them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES

only after testing the sight.

ADVICE FREE.

from ordinary sanitary obligations, it will be hopeless to expect to bring them to a fitting sense of their responsibilities.

Our Bugbear.

We think that in Hongkong there is a great deal too much attention paid to Chinese superstition and custom. We cannot force them to do this, and we cannot force them to do that, and the other must be left undone because it might offend their delicate susceptibilities. In fact the Chinese are pandered to upon every possible occasion, and they have grown to learn that if they want to have their own way they have only got to agitate to get it, whether they happen to be in the right or in the wrong. We are always being told that if such and such measures were enforced they would drive the Chinese away from the Colony. This is all twaddle.

In Australia and America the Chinaman has to submit to much more than he does in Hongkong, yet both of these countries have had to legislate to prevent the whole of their lands being crowded out with Chinese. As a matter of fact the Chinaman goes wherever he can make money, and he has no more objection to conforming to the laws of the country in which he happens to be resident than any other sensible man. He sees that he has to do so if he wishes to prosper, and the result is that the bugbears of old custom and superstition do not exist for him once he enters these territories.

In Hongkong matters are different. In the old days of the Factories at Canton it was found necessary to pander to the Chinese in everything, for the merchants were not strong enough in themselves to offer a determined resistance. They lived on Chinese soil and they could not expect to have matters all their own way. And we are sorry to say that matters have not changed much for the better in the last sixty years, although we are on British instead of Chinese soil. The bugbear of frightening away the Chinese is ever being held over the heads of our officials and they, foolishly, believe in it. Hongkong is a British Colony, and therefore every man who comes to it should be content to submit quietly to British rule. There is not even the excuse to put forward that our Chinese population is composed of British subjects. In all probability, not one Chinaman in a thousand of those now resident in Hongkong is a British subject or has any desire of becoming one. And these are the people for whom this stupid agitation is being carried on. For them we maintain a Registrar General whose duty it is to prevent their being imposed upon in any way. In other words we pay more attention to the protection of aliens than we do to that of our own subjects.

And these people are represented upon the Sanitary Board and the Legislative Council, too. What would be said in England, should like to know, if the French, German, Russian, Swiss, Italian and all other Foreign communities of London wished to be represented in the British Parliament? Such a proposition would be laughed at the world over, yet such an utter absurdity exists in Hongkong and is, so far as we are able to see, likely to continue to exist. In India matters are very different. There the natives are British subjects one and all, and are therefore entitled to representation. Here we grant representation to aliens to an equal extent with Britshers, and we maintain that the whole affair is absurd.

What we want here is a Government which would have the courage of its own opinions as opposed to the Chinese. Of course we shall be told that such an institution would drive away our Chinese population, but that, as we said before, is so much twaddle. If the Chinese will flock to towns under French and Russian rule, where they do not enjoy one-half of the liberties that they would under a firm and sensible British Government that did not, pander to their every whim, we do not see that there can be any danger of their being driven from the Colony. Let Hongkong be run by the British in British lines, and let us have this farce of a British Colony run by the Chinese for the Chinese brought to an end.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY,
Hongkong.

BIRTHS.

On the 2nd of May, at Penang, the wife of F. T. KINDE, of a son.

On the 23rd of May, at Sanda, Tulluk Blangah, the wife of J. S. ROBERTSON of a daughter.

On the 26th of May, at Soochow, the wife of Rev. J. A. G. SHIPPER, of the Methodist Episcopal Church, South Mission, of a son.

MARRIAGE.

On the 23rd of May, at St. George's Church, Penang, by the Acting Colonial Chaplain, ARTHUR S. WIGLEY, of Singapore, only son of J. Wigley, Esq., of Manchester, to EDITH MARY, second daughter of F. S. Phillips, Esq., J. P. of Pendleton, Lancashire.

DEATH.

At Calcutta, on Sunday, 12th May, MALCOLM DUNCAN KINMONTH, aged nine months, son of J. K. Mercantile Bank of India.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

FURTHER FIGHTING.

LONDON, May 31st.

The Boers, under Commandant Delarey attacked General Dixon's force at Vlakfontein to the south east of Heidelberg. The enemy was eventually driven off, leaving 37 dead on the field.

The British lost 17 in killed and wounded. The killed includes three Yeomanry officers, and Lieutenant Macdougall of the Artillery.

LATER.

BETTING ON THE DERBY.

The latest betting on the race for the Derby is as follows:

100 to 30 against Volodyovski.
7 to 1 Handicapper.
25 to 2 Floriform.
9 to 1 Revenue.
100 to 7 Veles.
100 to 7 Doricles.
20 to 1 Cottager.
20 to 1 Olympian.
25 to 1 Lord Bobs.

THE CHINESE INDEMNITY QUESTION.

Russia and France are strongly pressing

America to make the indemnity guarantee international and joint. America firmly refuses.

ENGLAND AND THE CHINESE INDEMNITY QUESTION.

It is stated that Sir Ernest Satow has informed the Chinese Envoy that the British will not evacuate the country until the indemnity question is settled.

WEATHER REPORT.

The Observatory report says:

On the 2nd at 11.45 a.m. the barometer has fallen slightly on the China coast, except in the South, risen a little in the S. Philippines. A depression is probably situated near S.W. Japan, and a low pressure trough seems to be lying across the middle part of the China Sea and extending Eastwards over the Pacific. Gradients slight for N.E. winds on the China coast.

Forecast—Moderate N.E. winds; fair.

On the 3rd at 11.45 a.m. the barometer has risen on the E. and S.E. coasts of China. The depression in the North is probably moving N.E. across Japan, and the low pressure trough, probably in about 17° Lat., still lies across the China Sea and Eastwards to the Pacific. Pressure is high over the N.E. coast of China. Gradients slight to moderate for N.E. winds on the China coast. Forecast—Fresh N.E. winds; fair to showery.

LOCAL AND GENERAL.

EIGHTEEN bodies were dumped in the street on Saturday night, according to a correspondent.

H.M.S. "Hermione" returned from firing yesterday and the Algerine went out for that purpose this morning.

The French mail is not expected till Wednesday morning, having been delayed at Saigon. She left that port yesterday.

MANILA papers state the last week or so there have been more foreign visitors there than have arrived for many months past.

Why did the Mitsui Bussan Kaisha choose two such similar names for their new boats as Dajin Maru and Daigai Maru? There is sure to be some confusion over them.

The cotton-wool snow storm was in full force outside the City Hall this morning and we noticed several Chinese urchins collecting the cotton as fast as it fell. It makes capital stuffing for beds, pillows or cushion.

The return of cases of communicable disease reported as occurring in the Colony during the week ended 1st June shows:—Bubonic Plague, 23 cases, 207 deaths, of which all but 54 cases were from the City; Enteric Fever, two cases; Small-pox, one case, one death.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE s.s. "Simongan," now in dock undergoing a thorough overhaul, will be ready for sea in about three weeks time, when she will proceed to Java. Captain Farrel will be in command and Mr. Hill goes as chief engineer. These gentlemen were in the "Macleia," lately acquired by the Norddeutscher Lloyd Co., and we congratulate and wish them all luck in their new appointment.

It is really remarkable how easily criminals can elude justice. Nearly, if not quite, a week ago a warrant was taken out against a certain European of the beachcomber persuasion, and although the man is still in the Colony he has managed to elude the police up to date. A record of how he has managed to accomplish this feat in a place the size of Hongkong would be interesting.

What we want here is a Government which would have the courage of its own opinions as opposed to the Chinese. Of course we shall be told that such an institution would drive away our Chinese population, but that, as we said before, is so much twaddle.

Owing to the interruption of the Foochow-Shanghai Cable, there will probably be considerable delay in telegrams to and from North China and Japan.

In a recent English divorce case, tried in London, the petitioner stated that enclosed in one of his wife's letters from India he found a long communication commencing "my own darling pet boy," which wasn't intended for him. Moral; when you have several letters to write, be careful that you put them in their correct envelopes.

THE Duke of Cornwall has granted the crews of the squadron sixty hours leave at Melbourne and Sydney. The order was conveyed by signal, which added: "His Royal Highness hopes that the men of the squadron, from having a little more money in their pockets than they would have had if they had spent it in the great heat of Colombo, will thoroughly enjoy their leave in Australia."

We would call the attention of our readers to the advertisement re the pamphlet on "The Need of Municipal Reform in Hongkong" by Scrutator, which appears elsewhere. We have received a copy of the pamphlet, which is got up in the same good style as others issued by our morning contemporary. The series of articles should certainly be read by everybody interested in Hongkong and are well worthy of serious consideration and attention. There has been a good deal of conjecture as to Scrutator's identity and many well-known names have been mentioned in connection with this *nom de plume*. In a short prefatory note, Scrutator reveals himself, and those desirous of becoming cognisant of his real identity have only to buy a copy of the pamphlet.

NOTICE TO MARINERS, NO. 360.

journeys, and fined \$100 for 2 months' hard labour each.

DRINK AGAIN.

Cheung Fuk and Chan Tse were on a fine old razzle in Des Vouex Road on Sunday morning, ending in being charged this morning. They were each fined \$5 or 14 days. They had enough left to pay up.

THE HAPPY SHIP "JAVA."

Malbok Luckhet was charged by the 4th Engineer of the s.s. *Java* with having assaulted him.

The complainant stated he was struck with a hammer and a stick, but did not strike the defendant. Malbok went to gaol for one month.

NOTICE TO MARINERS.

We have received the following notices for publication:

GOVERNMENT NOTIFICATION.—No. 311. The following Order in Council is published.

By Command,
T. SERCONDE SMITH,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 30th May, 1901.

ORDER.

Made by the Governor in Council under section 27 (5) of the Merchant Shipping Consolidation Ordinance, 1891, this 23rd day of May, 1901.

HONGKONG HARBOUR.

The line of bearing forming the Southern limit of the Northern Fairway is "The Breakwater in Causeway Bay open of Kellet's Island bearing E.S.E." not as given in the Port Regulations and Ordinance No. 26 of 1891.

The Western end of the Central Fairway will be marked by two buoys painted red and white horizontal stripes. This Fairway is defined by two lines of buoys running in an E.S. Easterly direction.

The Southern line of buoys will all be painted black and numbered with uneven numbers commencing from the Fairway buoy.

The Northern line of buoys will all be painted red and numbered with even numbers commencing from the Fairway buoy.

Council Chamber, R. F. JOHNSTON, Acting Clerk of Councils.

THE PLAGUE.

Number of cases reported (Chinese 920 up till noon of the 1st Other Asiatics 23 June, 1901 Europeans 13

Number of cases reported (Chinese 53 up till noon of the 1st Other Asiatics 2 Europeans 0 during the past 48 hours

Total number of cases reported to date 1,013

Number of deaths reported (Chinese 875 up till noon of the 1st Other Asiatics 16 June, 1901 Europeans 5

Number of deaths reported (Chinese 47 up till noon of the 1st Other Asiatics 2 during the past 48 hours Europeans 0

Total number of deaths recorded to date 945

Since noon on Saturday last the cases and deaths are:

Cases Chinese 53

" Other Asiatics 4

" Europeans 0

Total 57

Deaths Chinese 47

" Other Asiatics 2

" Europeans 0

Total 49

The plague returns for last week were:

Cases 215

Deaths 207

The returns for 1st June, 1894, were:

Total deaths to date 744

New cases in previous 24 hours 81

Deaths in previous 24 hours 72

Patients under treatment 172

The Twenty-second Bombay Infantry folk evidently do not intend to allow plague to extend amongst their men if they can possibly help it and are taking very wise precautionary measures. We learn that since the death of one of their men, which we reported the other day, all who were brought into contact with the deceased in any way have been segregated and placed under observation, and the man's quarters have been thoroughly fumigated and cleansed. We think it is a great pity that our Sanitary Authorities are unable to practise segregation so far as the Chinese are concerned, for certainly a large amount of infection must be spread by the inmates of a house in which a plague case has occurred when, as at present, they are allowed to move about the town wheresoever they please.

Yours faithfully,

COMMON SENSE.

Hongkong, June 3rd, 1901.

To the Editor of the "HONGKONG TELEGRAPH."

DEAR SIR.—Your correspondent Disgusted is a young man. He seems to consider it a form of respect for the dead to dump the body into the street, leaving it to be buried at other people's expense in a *mausoleum* grave, or, as in a case brought to the police court the other day of a man clearing out of a house with all his belongings, leaving behind the corpse of a woman dead from plague.

If this custom of dumping plague corpses to the imminent danger of the living be *respect*, or something of a very different name, it should be prohibited by every possible means, even if we have to strike at the two vulnerable points of a Chinese man that is his pocket and his superstitions. So with regard to these respecters of the dumped body, fine them if they can be traced, and burn the body.

It will be time enough for Mr. Disgusted to talk about deserting European dead when they begin to drop them into the streets to escape the ordinary expenses of a funeral and also to prevent their houses being put into a cleanly state.

The report at the Central Police Station was eighteen bodies dumped in the streets on Saturday night, so if we take it at the low average of five persons cognisant of each body being no got rid of, we have ninety Chinese showing their peculiar form of respect for their dead friends and relatives.

Under the circumstances, Mr. Editor, will you allow me to "change" my former signature Q. E. F. to Yours, etc., Q. E. D.

Hongkong, June 3rd, 1901.

STONE BREAKING.

To the Editor of the "HONGKONG TELEGRAPH."

SIR.—I should like to know what our Authorities are about. Yesterday I nearly had my eye knocked out by a splinter from a chunk of granite which a Chinaman was chipping on the footpath without any screen put up for the protection of passers by, whatever. Policemen were constantly passing along and taking no notice whatever of this dangerous nuisance. Why is such a thing allowed to occur in a British Colony?

Yours truly,
GLOBE-TROTTER.

Hongkong, June 3rd, 1901.

Globe-trotter, if he stays here long enough, will learn that such a query is beyond even the Editor of the *Hongkong Telegraph*. We wish we knew why a good many much more important nuisances than stone breaking on the public footpath were allowed to go on unchecked.—Ed. [H. K. T.]

EXCISE OFFICERS.

To the Editor of the "HONGKONG TELEGRAPH."

SIR.—I notice in your Friday's paper a report of a case between an Excise Officer and a Police Detective. It seems the Excise man attempted to search the Detective and he resisted—result: cross summons. Now, Sir, the point is this. Is any employee of the Opium Farmer legally entitled to bail up and search any man he meets in the street and thinks fit so to do? It seems a monstrous thing to me. But alas, we live in Hongkong and that explains a lot of monstrous things.

I remain Sir,

Yours truly,

IN DOUBT.

Hongkong, June 3rd, 1901.

AN IMPERIAL DECREE ISSUED.

We learn from a reliable source, says the *New Press* of the 29th ult., that a few days ago the Chinese Peace Commissioners at Peking received a secret decree from the Emperor wherein it is inferred that in reference to the indemnity which, consists of such a big sum, it is the intention of His Majesty to clear its payment within the period of 35 years. In the event of the Powers enforcing completion of the payment within a charter period, it will be very difficult for China to accede to the demand.

LAUNCH OF A NEW N. Y. K. STEAMER.

The new N. Y. K. steamer *Hidaka Maru* at the Kawasaki Dockyard for the *Nippon Yusen Kaisha* was launched this morning, says the *Kobe Herald* of the 2nd ult. The launch was carried out very successfully in every respect. Subsequently a large company of invited guests were entertained in the foundry building of the yard, where a few appropriate speeches were made.

The Southern line of buoys will all be painted black and numbered with uneven numbers commencing from the Fairway buoy.

The Northern line of buoys will all be painted red and numbered with even numbers commencing from the Fairway buoy.

The vessel left the ways at 9.20, Miss Kato, daughter of Mr. Kato, Vice-President of the N. Y. K., performing the usual ceremony. The vessel was decked with greenery and other adornment. She took the water very prettily and her successful launch was attended by a round of cheering and band music. The customary distribution of mochi among the Japanese workmen that took place and the guests reassembled in the foundry sheds, where several speeches by prominent Japanese gentlemen were made. The dimensions of the *Hidaka Maru*, as follows: length 180 feet; beam 26 feet 4 inches; depth 20 feet 8 inches; draught 13 feet; displacement, 1,100 tons. The engines are of the triple expansion type of 700 h.p. She will have a speed of 11 knots.

Mr. W. Anderson, 3rd engineer of the s.s. *Chun Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

Mr. J. McGinty, Chief Officer of the *Perla* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skillan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

LADIES OF SELANGOR LOVELY.

Count Joussey D'Abans, French Consul, who is now making a tour of the Native States in the interest of the *Hanot* Exhibition is very favourably impressed with Selangor. "Kuala Lumpur," he writes, "beats Singapore for love, cleanliness, and elegance of the buildings. It is Switzerland in summer, except that perpetual snow is wanting. Not anxious to see you too soon again, as this part of Malaya is lovely. All the ladies here extremely beautiful, looking healthy and good tempered. Altogether an El Dorado!"

(Count D'Abans is extremely diplomatic. He knew that this passage from his letter would be quoted. He will now continue his tour like a modern Paris with the apple of critical appreciation to bestow upon the feminine beauty of some one particular State.)—Singapore Free Press.

DETAILS OF THE NEW GUINEA MURDERS.

Australian papers state that on Sunday morning the party, including about 30 of the crew, had pitched their tent on the island, when one of the natives reported that the cannibals were coming down to make an attack. Little notice was taken of this warning, and five minutes later the tent was lifted from all sides, and fully 10 spears thrown at the occupants.

Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

The M. M. Co.'s steamer *Sydney* left Singapore for this port on the 1st inst., at noon with the outward English Mails; and is due here on the 6th inst., at about 4 p.m.

HONGKONG AND WHALING DUCK RETURNS.

U.S.S. *Bennings* ... at Kowloon Duck.

Union " " "

Kowloon " " "

St. Enoch " " "

DesCartes " " "

Jump " " "

Natura " " "

Iris " " "

Burnside " " "

Meade " " "

Athenian " " "

Colonies " " "

Faithful " " "

Munchen " " "

Simoneau " " "

Universe " " "

NOT ANDA CALENDAR.

MAY.

Meteorological station based on ten years' observations to 1893.

Barometer 29.867

Thermometer 76.2

Humidity 84.0

Rainfall 15.0

TODAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer 29.79 29.75

Temperature 80. 79

Humidity 71. 75

Rainfall —

TO-DAY.

Monday, 3rd June, 1901.

Chinse—17th of 4th moon of 27th year of Kuan-yi.

Sun—Rises 5hr. 16min.

Sets 6hr. 38min.

Moon—1st Dec. S. 9hr. 0min.

High water—Morning 8hr. 45min.

Afternoon 11hr. 7min.

Low water—Morning 2hr. 20min.

Afternoon 4hr. 11min.

ANNIVERSARIES.

1854—Russian war scare; the erection of batteies in Hongkong ordered.

1863—Earthquake at Manila; town destroyed and 2,000 lives lost.

1865—Duke of York born.

1879—General Grant arrived in Peking.

1882—Ratification of Brazilian-Chinese Treaty.

1883—Death of Sir Arthur Kennedy.

1891—Russel & Co. suspended payment.

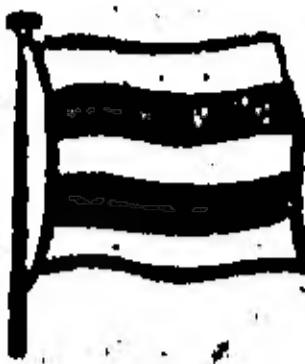
1896—Death of a private of the Rifle Brigade of plague.

1898—Ship *Merrimac* sunk to block harbour of Santiago; crew taken prisoners.

1899—Court of Cassation ordered new Dreyfus Court Martial.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
STEAMERS.

		SAILING DATES.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
S. J. G. PARSONS	KOBE and YOKOHAMA	FRIDAY, 14th June, at Daylight.
KANAGAWA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 10th June, at 4 P.M.
J. Mackenzie	and YOKOHAMA	and YOKOHAMA
KAGA MARU*	MARSEILLES, LONDON & BAR-	FRIDAY, 14th June, at Daylight.
J. W. Ekstrand	ROW, VIA SINGAPORE, PEAN-	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	COLOMBO and PORT SAID	FRIDAY, 21st June, at Noon.
J. E. P. COOK	MOJI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
K. Kuri	NAGASAKI, KOBE and YOKO-	FRIDAY, 21st June, at Noon.
SADO MARU	HAMA	FRIDAY, 21st June, at Noon.
W. Thompson	BOMIFAY, VIA SINGAPORE and	FRIDAY, 21st June, at Noon.
YAWATA MARU	COLOMBO	FRIDAY, 21st June, at Noon.
A. E. Moses	WERP, VIA SINGAPORE, PEAN-	FRIDAY, 21st June, at Daylight.
MUKE MARU	COLOMBO and PORT SAID	FRIDAY, 21st June, at Daylight.
M. Yagi	SYDNEY and MELBOURNE, VIA	FRIDAY, 21st June, at 4 P.M.
HITACHI MARU	MANILA, THURSDAY ISLAND	FRIDAY, 21st June, at 4 P.M.
G. Anderson	TOWNSVILLE and BRISBANE	FRIDAY, 21st June, at 4 P.M.
ROSETTA MARU	THROUGH PASSENGER TICKETS AND BILLS OF LADING ISSUED FOR THE PRINCIPAL CITIES IN THE UNITED STATES, CANADA AND EUROPE, IN CONNECTION WITH THE GREAT NORTHERN RAILWAY AND ATLANTIC STEAMERS.	THROUGH PASSENGER TICKETS AND BILLS OF LADING ISSUED FOR THE PRINCIPAL CITIES IN THE UNITED STATES, CANADA AND EUROPE, IN CONNECTION WITH THE GREAT NORTHERN RAILWAY AND ATLANTIC STEAMERS.
N. Tate	FOR FURTHER INFORMATION AS TO FREIGHT, PASSAGE, SAILINGS, &c., APPLY AT THE COMPANY'S LOCAL BRANCH OFFICE AT PRINCE'S BUILDING, 1ST FLOOR, CHATER ROAD.	FOR FURTHER INFORMATION AS TO FREIGHT, PASSAGE, SAILINGS, &c., APPLY AT THE COMPANY'S LOCAL BRANCH OFFICE AT PRINCE'S BUILDING, 1ST FLOOR, CHATER ROAD.

A. S. MIHARA,
Manager.

Hongkong, 1st June, 1901.

TOYO KISEN KAISHA, NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

NIPPO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 11th June, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 4th July, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Tuesday, 30th July, at Noon.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 48 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEIA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 28th May, 1901.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELL" will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further information communicate with, or apply to

ALLAN CAMERON, General Agent.

or to

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th May, 1901.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLGLEN" 14th June.

"LOWTHER CASTLE" about 17th June.

"HEATHBURN" about 17th July.

"HUDSON" 1st July.

"JUPITER" 1st July.

"SATUMA" Calling at MANILA.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th May, 1901.

THE Steamship

"INDRAVELL" will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific

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For through Rates of Freight and further information communicate with, or apply to

ALLAN CAMERON, General Agent.

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DODWELL & CO., LIMITED, Agents.

Hongkong, 18th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU" TUESDAY, 18th June, at Noon.

"COPTIC" THURSDAY, 27th June, at Noon.

"CITY OF PEKING" SATURDAY, 13th July, at Noon.

"GAELIC" TUESDAY, 3rd July, at Noon.

"CHINA" TUESDAY, 6th August, at Noon.

"DORIC" THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways and from Chicago to destination the choice of direct lines.

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A NEW GUINEA VENTURE.

It has just been announced, says a recent *Torres Strait Pilot*, that the Hall Sound Company recently formed for the purpose of acquiring one hundred thousand acres of land in the Central Division of British New Guinea is likely to be wound up at an early date. The reason assigned is that the directors are disgusted with the stationary attitude of the New Guinea Government. The land was applied for about May last year and it was generally understood that no obstacles stood in the way of granting it, but up to the present time only 5000 acres have been granted to the company and the Government has not even taken the trouble to ascertain if the remainder (95,000 acres) is available or not. Admitting that Governor Le Hunt met with unexpected and unreasonable opposition in the contributing colonies, he should certainly have made himself acquainted with the nature of the remaining 95,000 acres of land desired by the company. The company have so far established a depot in the most suitable part of Hall Sound, and at Ainaud a large quantity of the 5000 acres has been cleared and fenced, and about 20 acres are under tobacco and corn cultivation. Astonishing results have followed the planting of tobacco, some of the Fly River plants put in two months ago having leaves 22 by 16 inches. Corn, vegetables, &c., are growing splendidly, and Mr. Goss, the manager, can show excellent results for every penny expended. About 8 natives have hitherto been employed, but in view of the company being wound up, hands are being reduced. The Company made a genuine start, and if they received the remaining 95,000 acres it would mean the expenditure of at least £50,000 which could not fail to benefit the people generally. If the agricultural resources of this possession are ever to be developed, the present system of Government will need to be considerably altered.

SIR ROBERT HART ON CHINESE AFFAIRS.

Sir Robert Hart is in great fettle over the recent Chinese Imperial edict. "With the Emperor at the helm," he says, "and the Empress-Dowager supplying the motive-power prestige conserves, the ship of State will take a new departure, and the order of the day will be full-steam ahead." There is something pathetic in this simple faith. The Emperor at the helm! Imagination pictures a sickly and unhappy youth with a tiller under his arm which is not meant to move. Put the Dowager-Empress as the motive-power is very much to the point. That industrious old lady converted into terms of steam power would make any ship of State plough the waters at the speed of an Atlantic liner. But one is not so sure of the direction the ship would take, says the *Pall Mall Gazette*.

THE BELLEVILLE BOILER COMMITTEE'S REPORT.

FRENCH NAVAL ENGINEER'S VIEWS.

The interim report of the Admiralty Boiler Committee is discussed by M. Le Guenec, an engineer of the French Navy in the *Marine Francaise*. It is not to be denied, he says, that the adoption of a single type of boiler would preclude the British Admiralty from taking advantage of the progress of mechanical science, and it is conceivable that some other boiler might give better results than the Belleville. By deciding not to employ this particular class of boiler, the Admiralty is placed in a singular situation, either of delaying the completion of the new ships or choosing from among the types of boilers it recommends. The true policy would have been to adopt a class of boiler which had been tried under service conditions, but M. Le Guenec thinks that, of the four boilers, two have not been tried, while the third, the Dür, is totally unknown in England. He does not consider that the Yarrow large-tube boiler has yet passed the experimental stage; and he remarks, with the authority of the Boiler Committee, that the Babcock and Wilcox boiler, which is to be placed in certain new vessels, is of a different kind from that which has been tried in the *Sheldrake*. In regard to the Dür boiler, he says that it has been tried lately in Austria, with such results that it has been condemned, and that it is still under trial in Germany with undetermined results. In short, M. Le Guenec thinks that the Boiler Committee has not taken account of the necessity of having boilers which have been proved in the conditions of actual service. He suggests that the introduction of a new form of the Babcock and Wilcox boiler implies that its predecessor was not satisfactory. It is his opinion that the type presents many disadvantages as compared with the Belleville. In the latter there is a certain elasticity, while in the Babcock and Wilcox the tubes are rigidly fixed and are rapidly worn owing to the want of means for dilatation. He believes that this American boiler is inferior to the others for naval purposes, and that the replacing of tubes in a long and difficult business, a contrast thus being offered both to the Belleville and the Nicholase. The D'Allest boiler is described as possessing considerable analogies with the Babcock and Wilcox, in regard to circulation and the method of fixing the tubes. It caused several accidents in the French navy, the most unfortunate having been in the *Jaurku Berry*, when the lives of several stokers were lost. The French Admiralty decided thereupon to reject this class of boiler, and to suppress it in the ships not too far advanced, and it paid a heavy indemnity to the constructors. Finally, M. Le Guenec remarks that the Boiler Committee has greatly surprised the engineering world, for the boiler it has condemned has given in other navies results which may be considered satisfactory.—P. M. G.

A MARRIAGE RAFFLE.

NEW YORK, April 22nd. Dr. R. D. Jenks, a handsome young bachelor physician, will raffle himself off in a matrimonial lottery. From two to three thousand tickets will be sold at \$5 per chance. Here is his proposition:

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UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Anger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awinmin, Miss
Aherm, J.
Agathe, G.
Allan, Mrs. W. J.
Andrew, Miss
Anderson, Mrs.
Bryan, M. R.
Bird, W. B. M.
Bastcherky, M. de
Barton, A. L. L.
Bauissine, W. T.
Benhan,
Burroughs, Miss
Byron, A. C.
Byrd, Mrs. J.
Browne, J. E.
Bodemeyer, H. H.
By the Empress as the motive-power is very much to the point. That industrious old lady converted into terms of steam power would make any ship of State plough the waters at the speed of an Atlantic liner. But one is not so sure of the direction the ship would take, says the *Pall Mall Gazette*.

THE BELLEVILLE BOILER COMMITTEE'S REPORT.

FRENCH NAVAL ENGINEER'S VIEWS.

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The Share Market.

LATEST QUOTATIONS.

(June 3rd).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.....	\$125	980% premium
The Bank of China & Japan, Limited. (Preference).....	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary).....	£ 4	£1
The Bank of China & Japan, Limited. (Deferred).....	£ 1	£5.5 buyers
National Bank of China, Ltd., 1901 Founders.....	£ 8	\$27 buyers
	£ 1	\$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125 buyers
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$355
China Fire Ins. Co., Ltd.	\$ 20	\$87½ sellers
Shipping.		
Hongkong, Canton, & Macau Steamboat Co., Limited.....	£ 15	\$34 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$135 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$62 sellers
Douglas Steamship Co., Ltd.	\$ 40	\$52 sellers
China Mutual S. N. Co., Ltd.—(Pref.) ...	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.—(Ordinary)...	£ 10	£12 buyers
China Mutual S. N. Co., Ltd.—(Ordinary)...	£ 5	£7 buyers
Star Ferry Co., Ltd. {	\$ 10	\$22 sales
"Shell" Transport & Trading Co., Ltd. ...	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$134
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$7½ sellers
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fr. 250	\$320 buyers
Queen Mines, Ltd.	25 cts.	6 cents sales
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$5.25 sellers
Raub Al'ian Gold Mining Co., Ltd.	18s. 10d.	\$20 sellers
Oliver Freehold Mines, Ltd. A	\$ 5	\$1½ sellers
Olivers Freehold Mines, Ltd. B	\$ 5	\$1½ sellers and Godowns.
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$327½ buyers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$106 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$22½ buyers and Buildings.
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$98 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$200 buyers
Kowloon Land and Building Co., Ltd.	£ 30	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$35 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$120 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$132 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	88 buyers
Two Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50
Yahloony Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited ...	\$500	200% p.
La Comercial, Ltd.	\$500	100% p.
Hensiana Limited ...	\$100	50% p. sellers
La Favorita	\$500	50% p. sellers
Miscellaneous.		
Green Island Cotton Co., Ltd.	\$ 10	\$10 sales
China-Borneo Co., Ltd.	\$ 10	\$28 sellers
A. S. Watson & Co. Limited	\$ 10	\$16½ ex div.
Watkins, Limited	\$ 10	19½ buyers
Hongkong Electric Co., Limited	\$ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$62 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	£ 50	\$160 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hongkong Ice Co., Ltd.	\$ 25	\$75 buyers
Hongkong Light & Power Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 5	\$7 buyers
Hongkong and China Bakery Co., Ltd.	£ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Beila Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos & Oriental Agency, Ltd.	£ 1	\$1.2 buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H. K. Steam-Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	£ 30	\$35
BENEFICIARY & PORTERS.		
China Felt & Cloth Mfg. Co., Ltd.	\$ 10	\$10 buyers
China Felt & Cloth Mfg. Co., Ltd.	\$ 10	\$10

VISITORS AT THE HONGKONG. HOTEL.

EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 28th May,—Vancouver, (B.C.) 6th May, and Shanghai 25th, Mails and General.—C. P. R. Co.	2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.	
HANOI, French steamer, 768, Pannier, 1st June,—Haiphong and Hoihow 31st May, General.—A. R. Marly.	torpedo-boat destroyer, in reserve.	
KAIFONG, British steamer, 1,024, G. H. Pennefather, 24th May,—Iloilo and Cebu 20th May, General.—Butterfield & Swire.	Linnet, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.	
MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 30th May,—Saigon 35th May, Rice.—Jebsen & Co.	Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April,—Manila 23rd April.	Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.	
MONGKUT, German steamer, 859, C. Kimme, 31st May,—Bangkok 25th May, Rice and Teakwood.—Melchers & Co.	Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.	Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.	
NATUNA, German steamer, 958, W. Bartling, 28th May,—Yap 15th May, Ballast.—Melchers & Co.	Phaeton, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.	
NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 31st May,—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General.—P. & O. S. N. Co.	Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.	
NUEN-TUNG, German steamer, 1,341, C. Schönberg, 31st May,—Sydney 2nd May, General.—Melchers & Co.	Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
PELAYO, British steamer, 1,100, F. Prynne, 31st May,—Foochow 29th May, General.—G. McBain.	Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.	
POMPEY, American steamer, 785, J. H. Servinner, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.	Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.	
RAJA BURI, German steamer, 1,189, Ahlborn, 30th May,—Bangkok 20th May, Rice.—Melchers & Co.	Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.	Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. G. Hamilton, en route Singapore.	
SARNIA, German steamer, 2,052, T. Paetaw, 30th May,—Moji 25th May, Coals.—Carlowitz & Co.	Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.	Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.	
SUNGKIANG, British steamer, 1,021, S. W. Moore, 1st June,—Manila 29th May, General.—Butterfield & Swire.	Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.	
UNIVERSE, Norwegian steamer, 1,635, U. V. Egineps, 27th May,—Chefoo 21st May, Flour.—Order.	Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.	
WONCKOI, German steamer, 1,108, Buller, 28th May—Yap 15th May, General.—Butterfield & Swire.	Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Sailing Vessels.		
CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.	Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	
DUNDEE, British ship, 1,998, Hernning, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.	Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	
EVIE J. RAY, American bark, Kaster, 24th May,—Singapore 27th Mar., Timber.—Sander, Wieler & Co.	Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.	
FULWOOD, British ship, 1,086, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra—Master.	Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec, General.—Holliday, Wise & Co.	Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.	Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.	
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.	Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.	Miscellaneous.	
SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.	Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.	Dense, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Hongkong.	
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.	Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandy, Swatow.	
VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.	Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.	
VIMERA, British 4-masted bark, 3,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.	Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		
Hongkong, June 3rd, 1901.		
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.	Liberia, Portuguese gunboat, 558 tons, Comdr. José da Cunha Liuna, Macao.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.	
Aretusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.	Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.	
Fulwood, British ship, 1,086, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra—Master.	Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.	
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.	FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.	The Russian Squadron.	
SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.	Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.	Admiral Nachimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.	
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.	Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.	
VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.	Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.	
VIMERA, British 4-masted bark, 3,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.	Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sbaron, at Taku.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		
Hongkong, June 3rd, 1901.		
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.	Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrenikoff, at Taku.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	Gremiatschy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklóshesky, at Taku.	
Aretusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.	Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.	
Fulwood, British ship, 1,086, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra—Master.	Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.	
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.	Nayernik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.	Oliveraz, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 3,000 h.p., Captain Copriano, at Nagasaki.	
SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.	Petropavloski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.	Poltava, Russian battleship, 10,900 tons, 11,255 i.h.p., 16 guns, Capt. Ogeroff, at Nagasaki.	
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.	Rossia, Russian armoured cruiser, 12,700 tons, 22 guns, 14,500 h.p., Capt. Demidoff, at Nagasaki.	
VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.	Rosbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.	
VIMERA, British 4-masted bark, 3,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.	Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 101 class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		
Hongkong, June 3rd, 1901.		
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.	Sebastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	Slatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
Aretusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.	Sirion, Russian battleship, 10,000 tons, 14 guns, 1,800 h.p., Capt. Mollas, at Taku.	
Fulwood, British ship, 1,086, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	Sivouch, Russian gunboat, 950 tons, twin screw, 12 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra—Master.	Sukabumi, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.	
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.	Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchotomsky, at Port Arthur.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.	Voronezh, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.	Yaroslav, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.	Zembla, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.	Zembla, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.	Zembla, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
VIMERA, British 4-masted bark, 3,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.	Zembla, Russian battleship, 11,700 tons, 14 guns, 1,900 h.p., Capt. G. G. F. M. Cradock, at Nagasaki.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		
Hongkong, June 3rd, 1901.		
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.		
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.		
Aretusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.		
Fulwood, British ship, 1,086, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.		
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra—Master.		
MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May,—Cardiff 4th Jan., Coals.—E. A. Trading Co.		
MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.		
SARDIS, American schooner, 240, B. Harner, 30th May,—Kobe 9th May, Coal.—Order.		
SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.		
SUSSEX, British bark, 1,212, Guthrie, 17th May,—Freemantle 26th Mar., Sandalwood.—Master.		
VALE OF DOON, British bark, 717, Petersen, 28th May,—Rajang 29th April, Timber.—Sander, Wieler & Co.		
VIMERA, British 4-masted bark, 3,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.		
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		

74. Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
75. Russian torpedo boat, 85 tons 4 guns.

MONADNOCK, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

MONOCACY, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

MONTESERY, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

NANSHAN, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

NASHVILLE, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

NEWARK, U.S. cruiser, 4,600 tons, Comdr. McCalla, en route Home.

NEW YORK, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

OREGON, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

PETREL, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. G. C. Cornwell, at Manila.

PRINCETON, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

SATURN, U.S. collier, 1,817 tons, Capt. J. H. Potter, at Hongkong.

SCINDIA, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

SOLACE, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

WHEELING, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

WILMINGTON, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong.

YORKTOWN, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

YOSEMITE, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

ZAFIRO, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Manila.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, cruising.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LOROKAS.

Fatshan, British steamer, 1,425, Lossius, — Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones, — Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick, — Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd, — Butterfield & Swire.

Hot-long, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence, — Tai On Steamship Co.

Pak Kong, British steamer, — Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R., — Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, — Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R., — Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. MacKenzie, — China Merchant Steam Navigation Co.

Canton and West River.

Lungkien, British steamer, 141, R. D. Thomas, — Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40, — Ah Yon.

Sun Chow, Chinese steamer, — Ah Yon.

Hongkong and West River.

Siklong, British steamer, 250, D. Bowles, — Kwong Wan Steamship Co.

Chung Kong, Y. Kuh, 58, — Kwong Wan S.S. Co.

Kwai Luen, British steamer, — Kai Hing & Co.

Lit, American lorch, —

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co., — J. M. & Co. and B. & S.

Lorokes and Schooners.

Kutting, lorch, 160, Reynolds, Hongkong, — Canton, — Hung Kum Sing.

THE EAST ASIA.

A Mail will close at —

For Canton — Per **Honam**, to-morrow, the 4th instant, at 7.30 A.M.

For Penang — Per **Pelayu**, to-morrow, the 4th instant, at 10 A.M.

For Bangkok — Per **Naluna**, to-morrow, the 4th instant, at 11 A.M.

For Macao — Per **Haungshan**, to-morrow, the 4th instant, at 12.15 P.M.

For Shanghai, Moji, Kobe and Yokohama — Per **Java**, to-morrow, the 4th instant, at 1 P.M.

For Shanghai — Per **Zeylon**, to-morrow, the 4th instant, at 2 P.M.

For Shanghai — Per **Chiuen**, to-morrow, the 4th instant, at 3 P.M.

For Wei-hai-wei and Tientsin — Per **Kwei-yan**, to-morrow, the 4th instant, at 5 P.M.

For Canton — Per **Powan**, to-morrow, the 4th instant, at 5 P.M.

For Manila and Poro — Per **Sungkien**, on Wednesday, the 5th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Tacoma — Per **Prasmar**, on Friday, the 7th instant, at 12 A.M.

For Yokohama — Per **Zosa Mary**, on Friday, the 7th instant, at 11 A.M.

For Manilla — Per **Poro**, on Friday, the 7th instant, at 1 P.M.

For Europe, &c., India, via Tuti-quin — Per **Commander**, on Saturday, the 8th instant, at 11 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Launceston and Melbourne — Per **Chrysanth**, on Monday, the 10th instant, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco — Per **Yippou Mary**, on Tuesday, the 11th instant, at 11 A.M.

For Kobe, Yokohama, Victoria, B.C. and Vancouver — Per **Chrysanth**, on Wednesday, the 12th instant, at 10 A.M.

For Singapore, Penang and Bombay — Per **Bornida**, on Wednesday, the 12th instant, at 11 A.M.

For Europe, &c., India, via Tuti-quin — Per **Hamoura**, on Thursday, the 13th instant, at 11 A.M.

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